



Federal Roadway Safety Performance Measures

2026 Target Scenarios

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metro council.org





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Presentation objective



- **Inform** on status of measures not subject to action this year
- **Collaborate** on revisions to the federal safety performance measure

Three buckets of measures

Federal measures

- Reflect federal priorities
- Narrower set of measures specific to federal programs
- Required by statute or regulation
- More defined methods, reporting, and update cycles



State measures

- Reflect statewide priorities
- Larger set of measures specific to Minnesota's transportation system
- Some required by state law
- Some require annual report



Regional measures

- Reflect regional priorities
- Defined primarily in the Transportation Policy Plan, limited statutory definition
- Some similar or same as federal or state measures
- Required before major TPP updates



Measures by mode and rule

	Roadways	Transit
Safety	<ul style="list-style-type: none">• Fatalities• Serious injuries• Non-motorized fatal and serious injuries	<ul style="list-style-type: none">• Fatalities• Injuries• Assaults on workers• Major safety/security events
Asset management	<ul style="list-style-type: none">• Pavement condition• Bridge condition	<ul style="list-style-type: none">• Rolling stock and equipment• Facilities• Infrastructure
Reliability	<ul style="list-style-type: none">• Travel time reliability• Freight reliability• Excessive delay• Non-SOV travel	<ul style="list-style-type: none">• Distance between mechanical failures
Air quality	<ul style="list-style-type: none">• Emissions reductions	<ul style="list-style-type: none">• No measures

Update frequency

	Roadways	Transit
Safety	<ul style="list-style-type: none">• Adoption and reporting every year	
Asset Management	<ul style="list-style-type: none">• Adoption every 4 years• Reporting and optional adjustment every 2 years	<ul style="list-style-type: none">• Transit providers report• Targets adopted when prompted by actions of transit providers
Reliability	<ul style="list-style-type: none">• Adoption every 4 years• Reporting and optional adjustment every 2 years	
Air Quality	<ul style="list-style-type: none">• Not applicable – in attainment	<ul style="list-style-type: none">• No measures

Federal requirements:

Purpose and measures



Purpose

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

Measures

- Number of all fatalities
- Rate of all fatalities per 100 million vehicle miles travelled (VMT)
- Number of all serious injuries
- Rate of all serious injuries per 100 million VMT
- Number of non-motorized fatal and serious injuries

Federal requirements:

MPO specific requirements



Target setting

- Must set a target for each measure
- May establish metro-specific targets or agree to support state targets
- Must be set annually by February 27

Assessment

- MPOs are not assessed or penalized by FHWA for failing to meet targets
- Statewide targets set by DOTs can affect HSIP allocation

Effect of the roadway safety targets



- These targets provide summary-level, reactive assessment of regional safety performance.
- The targets **inform policymaker conversations** about the general direction of regional safety performance, and they can help safety professionals and advocates elevate the issue.
- Planning and programming processes use **more detailed measures** to address safety in transportation investments, the primary safety lever for metropolitan planning organizations (MPOs).
- Region-wide targets have **limited applications** in project or program implementation, and do not presently affect HSIP allocation.

Why consider changing the method?

The plan that informs target methodology has been updated.

- Targets have been decreasing on a straight line towards a medium-term goal.
 - Based on the estimated metro share of the Minnesota Strategic Highway Safety Plan's (SHSP) goal for 2025.
- The latest SHSP held over the 2025 goal to 2030. MnDOT has also held short-term targets flat for the past few years.
- Continuing the existing method unchanged would hold metro targets flat through 2030.
- A draft federal rulemaking, which could have required constantly declining targets and specified a baseline, was withdrawn.

Measure options

	Option A. Hold Flat	Option B. Zero by 2050
Method	<ul style="list-style-type: none">• Reduce previous year's target towards SHSP goal	<ul style="list-style-type: none">• Reduce previous year's target towards zero by 2050
Effect	<ul style="list-style-type: none">• Targets hold flat through 2030 because 2025 SHSP goal held over to 2030	<ul style="list-style-type: none">• Targets continue declining, though more slowly than 2021-2025 period
Considerations	<ul style="list-style-type: none">• Maintains tie to SHSP goal• May be interpreted as lack of progress being acceptable	<ul style="list-style-type: none">• Direct connection to regional plan• Significant gap with actual performance

Option A. Hold Flat

This option holds targets flat through 2030.

- This method uses the following equation:

$$\text{previous year target} - \frac{\text{previous year target} - \text{SHSP goal}}{\text{SHSP goal year} - \text{previous year}}$$

- The resulting fatality target for 2024 was 82:

$$\text{target} = 90 - \frac{90 - 74}{2025 - 2023} = 82$$

- The resulting fatality target for 2026 would be 74:

$$\text{target} = 74 - \frac{74 - 74}{2030 - 2025} = 74$$

Option B. Zero by 2050

This option declines to zero by the Imagine 2050 planning horizon.

- This method uses the following equation:

$$\text{previous year target} - \frac{\text{previous year target}}{2050 - \text{previous year}}$$

- The resulting fatality target for 2026 would be:

$$2026 \text{ target} = 74 - \frac{74}{2050 - 2025} = \sim 71$$

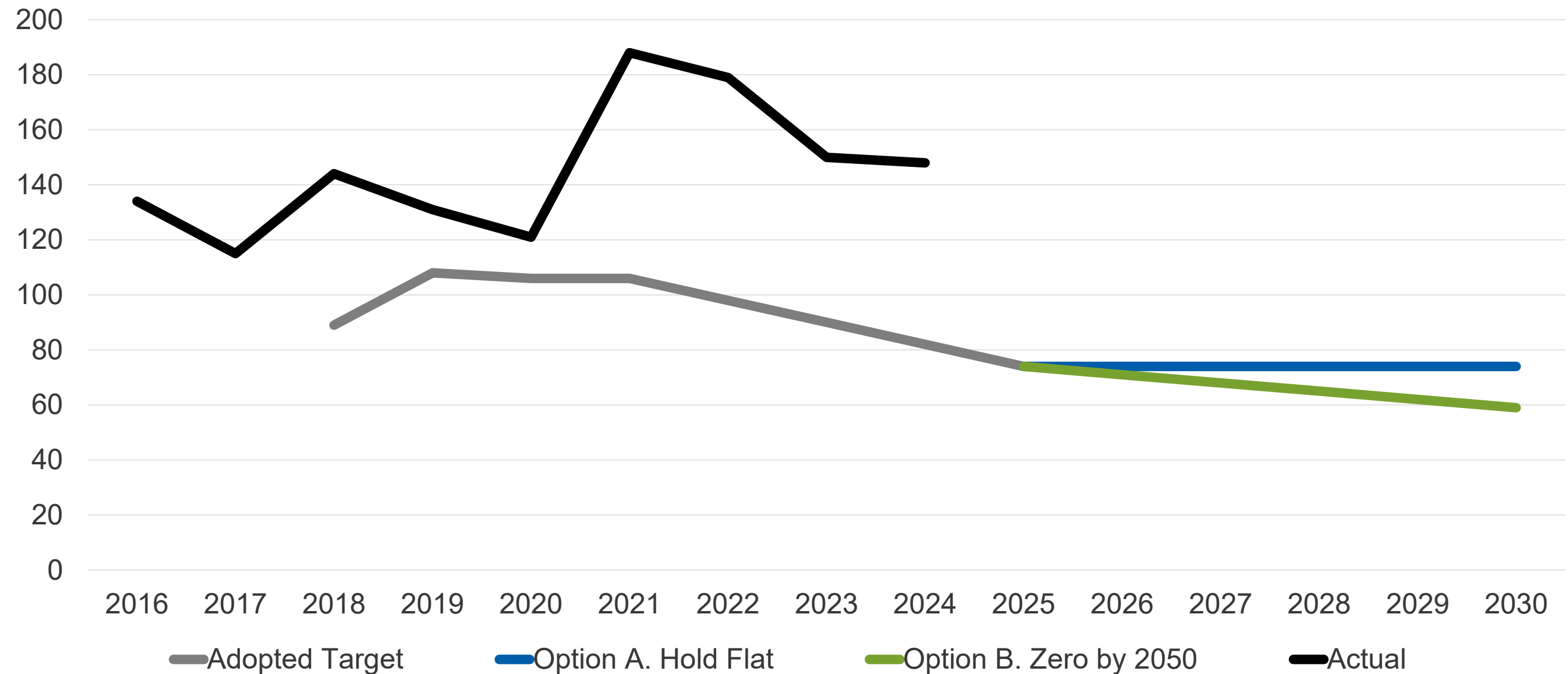
2026 targets by method

Measure	Option A. Hold Flat	Option B. Zero by 2050
Total deaths	74	71
Deaths per 100 million VMT	0.26	0.25
Total serious injuries	464	445
Serious injuries per 100 million VMT	1.63	1.56
Total pedestrian and bicyclist deaths and serious injuries	115	110

2030 targets by method

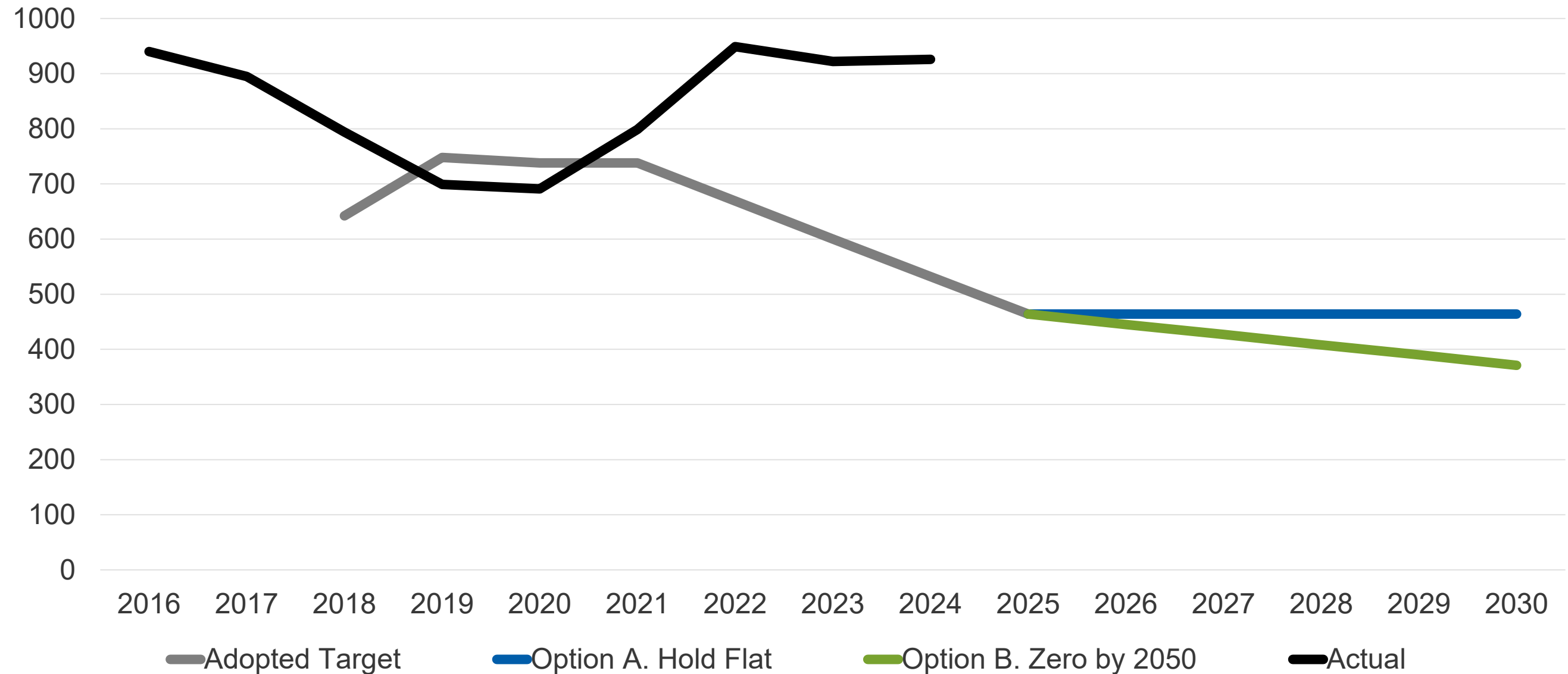
Measure	Option A. Hold Flat	Option B. Zero by 2050
Total deaths	74	59
Deaths per 100 million VMT	0.25	0.20
Total serious injuries	464	371
Serious injuries per 100 million VMT	1.58	1.26
Total pedestrian and bicyclist deaths and serious injuries	115	92

All fatalities



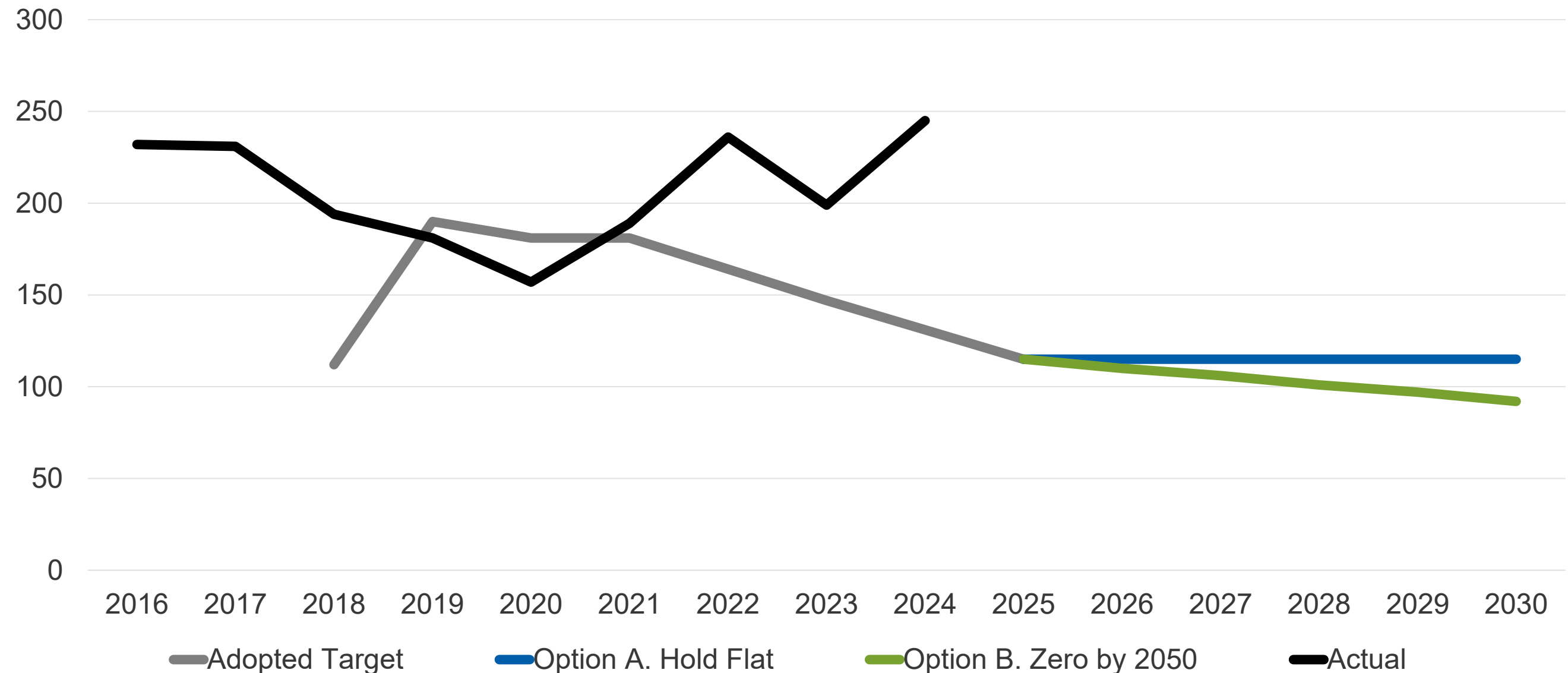
Sources: MnDOT (actual injuries), Met Council (targets)

All serious injuries



Sources: MnDOT (actual injuries), Met Council (targets)

Pedestrian and bicycle fatalities and serious injuries



Sources: MnDOT (actual injuries), Met Council (targets)

Significant trends by SHSP focus area

SHSP focus area	2020	2021	2022	2023	2024	Trend
Inattention	70	69	60	60	51	▼
Pedestrian	117	144	169	136	171	▲
Bicyclist	37	36	64	57	64	▲
Older Driver	87	126	168	162	177	▲
Intersection	382	511	600	568	618	▲
Head-on	74	101	110	106	125	▲
Train	0	1	2	1	2	▲

Additional data on SHSP focus areas

SHSP focus area	2020	2021	2022	2023	2024
Impairment	186	221	254	189	182
Speed	189	215	208	185	181
Unbelted	82	93	85	80	76
Commercial Vehicle	37	44	55	63	44
Motorcycle	122	138	166	147	153
Unlicensed	188	238	255	204	206
Younger Driver	114	167	141	140	148
Run-off-Road	178	204	201	186	176
Work Zone	21	22	23	18	33

Source: MnDOT. Note: this table counts crashes involving fatal or serious injuries, not total fatal and serious injuries.

Safe System Approach



MPO safety planning work



Recent

- Regional Safety Action Plan
- Regional Solicitation Evaluation
- 2050 Transportation Policy Plan

Upcoming

- Safer Connections to Transit
- Pedestrian-Bicycle Demand Estimation Tool
- Complete Streets Local Implementation Guide
- RBTN Rural Connections

Highlighted partner safety work



- MnDOT updated the Strategic Highway Safety Plan
- 19 local governments awarded Safe Streets and Roads for All (SS4A) grants totaling \$39.6 million
 - Apple Valley, Bloomington, Brooklyn Park, Columbia Heights, Cottage Grove, Eagan, Edina, Elk River, Fridley, Hastings, Hennepin County, Hopkins, Minneapolis, New Brighton, Saint Louis Park, Saint Paul, Shakopee, West Saint Paul, and Woodbury
 - More applications pending!
- Local involvement in Minnesota Advisory Council on Traffic Safety

Next steps



TAC Planning action is scheduled for November.

- Accept feedback from TAC Planning members ahead of action
- Circulate draft options with selection of regional safety experts for feedback
- Provide staff recommendation in action transmittal
- Advance draft targets through committees:
 - November 13: TAC Planning
 - December 3: TAC
 - December 17: TAB
 - January 12: Transportation Committee
 - January 28: Met Council
 - February 27: Deadline to submit to MnDOT

Discussion



- Is there a technical basis to **remove or modify** a target setting method presented?
- Is there **consensus** on a target setting method to advance for adoption?
- Are there additional comments or information to **present to policymaker** audiences?



Thank you

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All fatalities table

Year	Adopted Target	Option A. Hold Flat	Option B. Zero by 2050	Actual
2016				134
2017				115
2018	89			144
2019	108			131
2020	106			121
2021	106			188
2022	98			179
2023	90			150
2024	82			148
2025	74			
2026		74	71	
2027		74	68	
2028		74	65	
2029		74	62	
2030		74	59	

All serious injuries table

Year	Adopted Target	Option A. Hold Flat	Option B. Zero by 2050	Actual
2016				940
2017				895
2018	642			794
2019	748			699
2020	738			691
2021	738			799
2022	669			949
2023	600			922
2024	532			926
2025	464			
2026		464	445	
2027		464	427	
2028		464	408	
2029		464	390	
2030		464	371	

Pedestrian and bicycle fatalities and serious injuries table

Year	Adopted Target	Option A. Hold Flat	Option B. Zero by 2050	Actual
2016				232
2017				231
2018	112			194
2019	190			181
2020	181			157
2021	181			189
2022	164			236
2023	147			199
2024	131			245
2025	115			
2026		115	110	
2027		115	106	
2028		115	101	
2029		115	97	
2030		115	92	